

INTIMATIONS

THE CHRONICLE AND DIRECTORY
CHINA, JAPAN, STRAITS, &c., &c.
1896.

With which is incorporated
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,
and will be found to show an advance
on preceding years both in fulness and accuracy
of information.
The DIRECTORY covers the whole of the
ports and cities of the Far East from Peking to
Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

THE VERY LATEST NOVELTIES

IN

CHRISTMAS CARDS

AND

NEW YEAR CARDS,

HAND PAINTED, ARTISTIC.

AND

ATTRACTION.

JAPANESE CARDS,

VIEWS OF HONGKONG,

AND TYPES OF NATIVE

CHARACTERS.

WHOLESALE

CONFECTIONERY

AND

DELICIOUS SWEETS

IN LARGE ASSORTMENT.

FRENCH CONFECTIONERY AND

CONSERVES FROM THE BEST PARISIAN

HOUSES.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 2nd November, 1906.

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns

should be addressed to the Editor.

Communications in regard to their own affairs

should be addressed to the Editor.

For publication in the columns of the Press

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and hence it is easy to understand why
Japanese capitalists have not been eager to
embark in the cotton spinning industry in
China, where the amount that may have
to be paid in taxation and expenses is so
uncertain. The *Asahi*, we read, has
"some interesting information" showing
"how to what extent the manufacture of
yarns in China is likely to impair the
development of the same industry in
Japan. The export of Japanese yarns to
Shanghai yields about 9 per cent. net
profit. But when yarns can be made in
the interior of China free of duty, the
profit accruing will be 17 1/2 per cent. In
other words, the Chinese yarns can be sold
"8 per cent. cheaper than the Japanese."
But the yarns made in China are not
not to be free of duty. At present it
is understood that they are to pay ten per
cent. *ad valorem*. Assuming that to be cor-
rect, and deducting that amount from the
suggested profit of 17 1/2 per cent., the net
profit remaining would be 7 1/2 per cent., only,
or 2 per cent. less than the profit yielded by
yarns exported from Japan to Shanghai.
We should not be inclined to accept the
Asahi's figures as absolutely correct, but
they suffice to give an idea of what an im-
portant part the taxation the Chinese Gov-
ernment proposes to levy on manufactures
will play in the competition between Chinese
and Japanese goods.

THE P. M. steamer *Chien*, with mails, de-
parted for this port on the 28th October
at 3 p.m.

The C. P. steamer *Empress of China* arrived
at Shanghai at 8.30 a.m. on Saturday, and left
at 4.30 p.m. for Nagasaki.

A Madrid telegram in the *Comercio* states
that the Generalissimo Camilo Polanco y del
Castillo has been appointed Governor of the
Philippines.

We hear that His Honour Dr. Carrington,
Chief Justice, has been offered and has accepted
the position of Commissioner of the Hongkong
Volunteer Corps.

A permanent staff is being recruited in Vi-
ctoria Gaol and it will be in readiness for the
execution of any murderer by hanging.

All letters for publication should be written on one
side of the paper only.

No anonymous communications should be inserted.

Orders for extra copies of *DAILY PRESS* should be
sent before 11 a.m. on day of publication. After that
time the supply is limited. Only supplied for Cash.
Telephone No. 111.

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The O. E. steamer *Empress of India* arrived
at 3.30 a.m. on Saturday, and left
at 5.30 a.m. for Hongkong, where she
may be expected to arrive at about noon to-
morrow.

The P. M. steamer *Chien*, with mails, de-
parted for this port on the 28th October
at 3 p.m.

The C. P. steamer *Empress of China* arrived
at Shanghai at 8.30 a.m. on Saturday, and left
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A black and white photograph showing a highly textured, granular surface, likely a wall or ceiling. The texture is composed of many small, irregular particles or grains. A dark, horizontal band runs across the lower portion of the image, possibly representing a shadow or a different material layer. The overall appearance is rough and uneven.

A black and white photograph showing a close-up of a textured surface, likely a wall or ceiling. A prominent horizontal line runs across the lower portion of the frame. Above this line, the surface is covered in a dense, granular texture. There are several dark, irregular marks or stains on the surface, particularly a larger one near the center-left. The lighting is somewhat uneven, with the right side appearing slightly brighter than the left.

This image appears to be a scan of a dark, textured surface, likely the cover or endpaper of an old book. The top portion is a light gray with a dense, speckled pattern of black dots and noise. A sharp horizontal line separates this from a solid black, textured band at the bottom. The overall quality is poor, with significant digital noise and artifacts.

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NOTICE TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS".
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London or S.S. *Ernest Simons*, from Havre or S.S. *Ernest Simons*, from Bordeaux or S.S. *Ernest Simons*, will be dispatched for the above ports TO-MORROW, the 2nd November, at 10 A.M. For Freight or Passage, apply to the Agents, Messrs. G. DE CHAMPEAUX, Agents, Hongkong, 24th October, 1896.

All Damaged Packages will be examined on MONDAY, the 2nd November, at 9 A.M. No Fire Insurance has been effected.

NAVIGATION GENERALE ITALIANA.
(Florio and Balthus United Companies).

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship

"LEIPZIG".
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and that delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the undersigned before Noon on the 3rd November or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 2nd November will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents, Hongkong, 24th October, 1896.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamship.

"ADEL".
FROM ANTWERP, LONDON, AND STRAITS.

Consignees of the above-named vessel are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and that delivery may be obtained as soon as the goods are landed.

This vessel brings on Cargo —
From India, *Chitra*, and
From Madras, *Chitra*, and
Optional cargo will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not delivered by the 4th prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be admitted.

H. A. RITCHIE,
Superintendent.
Hongkong, 24th October, 1896.

FROM HAMBURG, PRINANG, AND SINGAPORE.
THE Steamship

"GERDA".
Captain T. Thiers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignments by the undersigned and to take immediate delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November will be subject to rent.

All broken, chafed, and damaged Goods are to be left to the Godowns, and will be examined on WEDNESDAY, the 4th November, at 3 P.M.

No Fire Insurance has been effected.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND SINGAPORE.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and that delivery may be obtained as soon as the goods are landed.

This vessel brings on Cargo —
From India, *Chitra*, and
From Madras, *Chitra*, and
Optional cargo will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not delivered by the 4th prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be admitted.

H. A. RITCHIE,
Superintendent.
Hongkong, 24th October, 1896.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWAPO, AMOY, AND MANILA.

"HARMON".
Captain Bathurst, will be dispatched for the above ports TO-MORROW, the 2nd November, at 10 A.M. For Freight or Passage, apply to the Agents, Messrs. G. DE CHAMPEAUX, Agents, Hongkong, 24th October, 1896.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.

"SUNGKIANG".
Captain C. B. Dodi, will be dispatched for the above ports TO-MORROW, the 2nd November, at 10 A.M. For Freight or Passage, apply to the Agents, Messrs. G. DE CHAMPEAUX, Agents, Hongkong, 24th October, 1896.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DONIC (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Nov. 4, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Nov. 7, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Dec. 8, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Dec. 10, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Dec. 12, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) MONDAY, Dec. 14, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Dec. 16, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) FRIDAY, Dec. 18, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SUNDAY, Dec. 20, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Dec. 22, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Dec. 24, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Dec. 26, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) MONDAY, Dec. 28, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Dec. 30, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) FRIDAY, Jan. 1, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SUNDAY, Jan. 3, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Jan. 5, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Jan. 7, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Jan. 9, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) MONDAY, Jan. 11, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Jan. 13, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) FRIDAY, Jan. 15, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SUNDAY, Jan. 17, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Jan. 19, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Jan. 21, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Jan. 23, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) MONDAY, Jan. 25, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Jan. 27, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) FRIDAY, Jan. 29, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SUNDAY, Jan. 31, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Feb. 2, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Feb. 4, 1897, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Feb. 6, 1897, at Noon.

VESSELS ADVERTISED AS LOADING

DESTINATION. VESSEL'S NAME. PLACE OF ORIGIN. DATE OF DEPARTURE.

LONDON & BREMEN. *Ernest Simons*. London. 2nd Nov. 1896.

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LONDON & BREMEN. *Ernest Simons*. London. 2nd Nov. 1896.

LONDON & BREMEN. *Ernest Simons*. London. 2nd Nov. 1896.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, OCEANOGRAPH, ADEN, SUZUKI, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

STEAM FOR SINGAPORE, OCEANOGRAPH, ADEN, SUZUKI, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

STEAM FOR SINGAPORE, OCEANOGRAPH, ADEN, SUZUKI, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

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VESSELS ON THE BERTH

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Nov. 4, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Nov. 7, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Dec. 8, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Dec. 10, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Dec. 12, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) MONDAY, Dec. 14, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Dec. 16, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) FRIDAY, Dec. 18, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) SUNDAY, Dec. 20, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, Dec. 22, 1896, at Noon.

Donic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Dec. 24